

FOREIGN SERVICE DESPATCH

FROM : United States Mission Berlin

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DESP. NO.

APR 16 1959

April 16, 1959

TO : THE DEPARTMENT OF STATE, WASHINGTON.

Amembassy Bonn

REF : Berlintel 779 to Bonn, 874 to Dept., April 15, 1959.

DATE

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File

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Av. 3 USIA-10

SUBJECT: Second High Altitude C-130 Flight to Berlin

Enclosed is an extract of the April 15, 1959, log maintained by the United States Controller at the Berlin Air Safety Center. The entries shown relate to the flights in the South Corridor of an American C-130 aircraft (identified as AF 60550) which on April 15 flew to Berlin at an altitude of 25,000 feet and returned to the Federal Republic at 24,000 feet.

For the Assistant Chief of Mission:

Findley Burns, Jr.
Chief

Political Affairs Section

Enclosure: act

Extract of BASC Controller's Log

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- 1028Z Passed Flight Plan on AF 60550, C-130, Evreux to Berlin via South Corridor at 25,000 feet.
- 1037Z Soviet Controller, Kotenko, said that AF 60550 is not cleared, Safety of Flight cannot be guaranteed. Captain Kotenko however did initial plan before returning to American Controller, American Controller ask, "You said Flight is not cleared". Kotenko realizing that he had initialed the plan requested to have the plan back and he crossed out his initials.
- 1044Z American Controller made the following statement to Soviets, "This is to inform you that this is an American aircraft flying at 25,000 feet using a QNH altimeter setting of 29.85 to Konnern and 29.87 to Berlin. My Government holds your government responsible for the safety of the aircraft while in the corridor and the Berlin Control Zone." Altimeter setting was also given to Soviets in millibars, even before American Controller could complete his statement the Soviet Interpreter, Kriushin said, "We cannot guarantee safety of flight."
- 1052Z Soviet Controller, Kotenko, requested to know if this was a turboprop aircraft, he was given an affirmative answer.
- 1100Z Soviets requested to know if AF 60550 had crossed the border, a check with Berlin ATC showed that he had not - American Controller request the aircrafts Mansbach time when available.
- 1104Z Soviet Interpreter, Kriushin, stated that the Soviets protest the flying of the aircraft at this altitude and take no responsibility for safety of the aircraft. American Controller again try to state the American position giving altimeter setting etc however the Soviet Interpreter interrupted and stated they did not need altimeter setting as they take no responsibility for the safety - American Controller stated however that the American Government holds the Soviet Government responsible for safety of the aircraft.
- 1107Z Received a position report from Flight Service (BM) AF 60550 over Rhein Main range at 1104Z - estimating Fulda in 3 minutes.
- 1113Z Received a Mansbach estimate of AF 60550 of 1121Z from Berlin ATC - this information passed to Soviets.
- 1119Z Berlin ATC reported that AF 60550 passed Mansbach at 1118Z at 25,000 feet. Soviet Interpreter Kriushin again repeated that the Soviet Government takes no responsibility for the safety of the aircraft. American Controller re-stated the American position.

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- 1124Z Soviet Interpreter, Kriushin, stated that the American Element of the Berlin Air Safety Center was told in advance and the Soviets could take no responsibility. American Controller considered it needless to say more.
- 1135Z Passed descent of AF 60550 from 25,000 feet to 4,000 feet to Soviets.
- 1138Z Passed further descent of AF 60550 from 4,000 to 3,000 feet. Soviets made a call to Karlshorst when first descent was passed. American Controller had to ask for plan in order to place the descent to 3,000 feet on cards.
- 1140Z Received plan back from Soviets. The altitude changes had been initialed but then the initials had been marked through. Soviet Controller Kotenko, stated they did not need the plan.
- 1148Z Soviet Controller, Kotenko requested to know if AF 60550 had landed, American Controller gave him a negative answer.
- 1155Z AF 60550 landed 1154Z - passed to Soviets - no initials or comments made when plan was returned; however, a call was placed to Karlshorst.
- 1225Z Soviet Interpreter, Kriushin requested name of pilot of AF 60550 - name was supplied by American Controller.
- 1345Z ^{on} Passed outbound Flight Plan/AF 60550 going out the South Corridor to Everaux at 24,000 feet.
- 1346Z Soviet Controller, Kotenko said that he could not guarantee safety of flight.
- 1355Z American Controller made following statement. "Your guarantee of safety of flight is not necessary. This plan is passed to you for information however this is to inform you that this is an American aircraft flying 24,000 feet using a QNH altimeter setting of 29.82 or 1010 millibars. My Government holds your government responsible."
- 1401Z Soviets Controller, Kotenko wished to know why the Soviet government's guarantee is not necessary and yet the Soviet government is still responsible.
- 1404Z Major Lambertson informed the Soviet Controller that the rights to fly in the corridors without prior notice has been made by agreement, that guarantee safety of flight is not necessary. The flight plan is passed to Soviets to aid them in the separation of traffic.
- 1405Z AF 60550 off at 1404Z. This information was passed to Soviets who returned flight plan without initials.
- 1429Z Berlin ATC reports that AF 60550 estimating Mansbach at 1443Z.
- 1445Z AF 60550 reported over Mansbach at 1442Z. Berlin ATC reports "Company most of the way."

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